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U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION REPORT

I. HEADING

DATE: January 20, 2000

SUBJECT: Train Wreck, Highland Park, Wayne County, Michigan

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POLREP One and Final

Start Date: January 19, 2000

II. BACKGROUND

Site No.:	Pending
Delivery Order Number:	NA
Response Authority:	CERCLA
CERCLIS ID Number:	NA
NPL Status:	Not on NPL
MDEQ Notification:	Notified
Latitude/Longitude:	42°24'35.2"North/83°06'15.8"West
Start Date:	January 19, 2000
Completion Date:	January 20, 2000

III. SITE INFORMATION**A. Incident Category**

(CERCLA) emergency response

B. Site Description**1. Site Location**

The site is located near the intersection of Second Street and Bartlett Road at the railroad crossing in Highland Park, Wayne County, Michigan. The site is bordered by

warehouses in all directions. Residences exist beyond the warehouses to the south of the site.

2. Description of Threat

On January 19, 2000, at approximately 1900 hours, a railroad train derailed. Eight cars were involved in the derailment. The train was traveling on the Conrail tracks. One car contained sulfuric acid, one contained caustic soda, one contained phenol, two contained the refrigerant R-12 (dichlorodifluoromethane), and three contained plywood. There was no release from the cars to the environment, but due to the potential release of toxic substances, nearby residents were evacuated for their safety.

C. Preliminary Assessment/Site Inspection Results

On January 19, 2000, at approximately 2000 hours, U.S. EPA was notified of the incident and arrived on-scene at 2030. START mobilized to the site at 2200 to conduct emergency response activities. Highland Park Fire Department and Police Departments were on scene to control the area. A representative of the City of Detroit's Fire Department, Office of Emergency Management, was on site to assist in the activities. Conrail representatives had already contacted their contractor R. J. Corman Derailment Division (Corman), Toledo, Ohio to perform the necessary work to right the cars. Visual and air monitoring inspection by START and U.S. EPA indicated that there was no release of hazardous substances from the accident. A potential threat of a release existed due to the unstable state of the cars.

IV. RESPONSE INFORMATION

A. Situation

1. Current situation

All railroad cars have been returned to the tracks.

2. Removal activities to date

Conrail's contractor, Corman, mobilized to site at 2300 hours on January 19, 2000 and began the process of righting the derailed cars. START observed and documented the process checking for any signs of a release from the cars. START also performed continuous air monitoring during all activities related to the movement of cars that contained hazardous substances. All railroad cars were returned to the tracks at approximately 0900 hours on January 20, 2000.

3. Enforcement

None.

B. Planned Removal Activities

None.

C. Next Steps

None.

D. Key Issues

The cause of the accident is currently being investigated. The two potential causes are the railroad tracks separating due to old conditions or the engineer was traveling at an excess rate of speed for the track (10 miles per hour is the speed limit for that area).

V. **COST INFORMATION**

Estimated site costs as of 1/20/00:

START	\$ 1,500.00
U.S. EPA	\$ 1,000.00